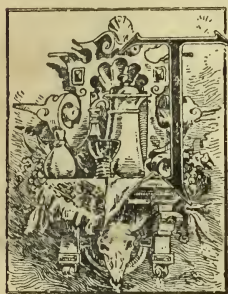


# Announcement

---

---



THE various delays, consequent upon a change in the personnel of the firm formerly known as Sauve Bro's., having rendered it impossible to issue a catalogue for the present year, we take this opportunity of informing you of that fact, and at the same time calling your attention, thus briefly, to the unusually heavy stock of boats now ready for the market. We beg also to add that by reason of improved machinery, larger quarters, and the adoption of more modern methods, we are not only enabled to turn out even a better class of work than before, but can put it into the hands of our patrons at a marked

## Reduction in Prices.

Can I Am

1893

#3

We have now in stock ready for final finishing the following list of first-class boats :

**ROWING.**

SKIFFS.	LENGTH.	BEAM.	PRICE.
10	16 ft.	39 in.	\$30.00 to \$35 00
10	17 ft.	39 in.	35.00 to 40.00
5	18 ft. 6 in.	44 in.	45.00 to 50.00
25	18 ft. 6 in.	41 in.	40.00 to 45.00
5	20 ft.	44 in.	50.00 to 55.00

**SAILING.**

SKIFFS.	LENGTH.	BEAM.	PRICE.
5	18 ft. 6	42 in.	\$ 80.00
5	18 ft. 6	45 in.	90.00
5	20 ft.	46 in.	100.00

**GRADES.**

The difference in price of the various skiffs quoted is guided largely by the manner in which they are finished. The grades are as follows :

- A.—Mahogany.
- B.—Walnut.
- C.—Butternut.
- D.—Oak.
- E.—Elm.

In ordering kindly state style of finish required.

**WORKMANSHIP.**

Though we make all grades of boats to order, guaranteeing satisfaction in workmanship and finish, the stock quoted above is made up almost exclusively of the famous smooth skin variety, originated by us a few years ago, and which are now generally conceded the handsomest and best rowing skiffs in the world. They are built of selected cedar, trimmed with

Mahogany, Walnut, Butternut, Oak or Elm, as desired, smooth inside and out, fastened throughout with copper nails, finished in oil and varnished, thus retaining the natural color of the wood.

In all prices quoted the full equipment includes beside the boat itself, two pair of oars, (spoon or pin as desired), two pair oarlocks, nickel plated, and rudder.

#### SHIPMENT.

All boats ordered from a distance are securely packed and protected from damage from ordinary causes in transit. The oars, rudder, and other separate parts are firmly fastened in the boat. Boats will be shipped by rail or boat as directed.

---

## To the Public.

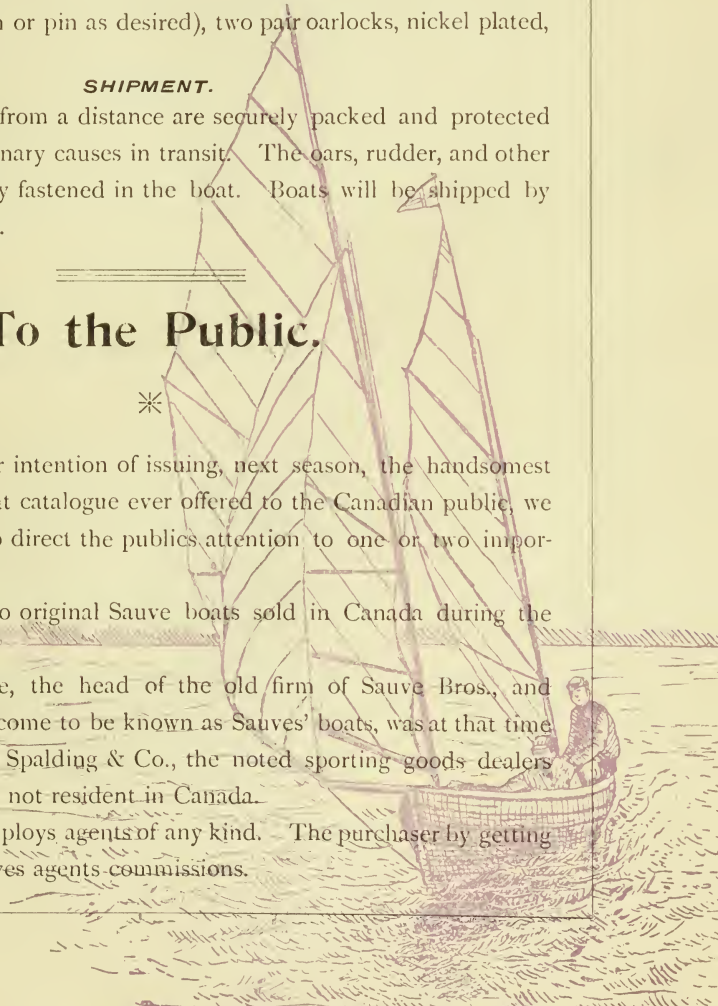


In announcing our intention of issuing, next season, the handsomest and most complete boat catalogue ever offered to the Canadian public, we beg in the meantime to direct the public's attention to one or two important facts.

1st. There were no original Sauve boats sold in Canada during the year 1892.

2nd. Moses Sauve, the head of the old firm of Sauve Bros., and originator of what has come to be known as Sauves' boats, was at that time in the employ of A. G. Spalding & Co., the noted sporting goods dealers of New York City, and not resident in Canada.

3rd. He never employs agents of any kind. The purchaser by getting goods at first hands saves agents commissions.



4th. Don't be deceived by parties who offer to sell you a Sauve boat. See that the name Moses Sauve & Son is plainly stamped on each boat.

5th. There are other parties claiming to manufacture and sell Sauve boats. If you see that the name "Moses Sauve & Son" is stamped on what you buy you will not only protect us but ensure for yourself what we claim to make, the best rowing and sailing skiffs in the Canadian market.

MOSES SAUVE & SON.

Brockville, April 2nd, 1893.

